

**BY ORDER OF THE COMMANDER
AEROSPACE MAINTENANCE AND
REGENERATION CENTER**

AMARC INSTRUCTION 33-201

31 AUGUST 1999



Communications and Information

AMARC RADIO USE AND CALL SIGNS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the Davis-Montham AFB WWW site at: <http://www.dm.af.mil/AMARC>. If you lack access, contact your Publishing Distribution Office.

OPR: AMARC/LAA) (M. Flanagan)
Supersedes AMARCI 33-201, 16 May 1997

Certified by: AMARC/LA (P. Mulloy)
Pages: 8
Distribution: F

This instruction implements Air Force Policy Directive (AFPD) 33-2, *Information Protection*, and Air Force Instruction (AFI) 33-217, *Voice Call Sign Program*. It establishes the procedures and responsibilities for AMARC personnel in the operation and care of the nontactical land mobile (two-way) radio (LMR) systems and applies to all AMARC directorates.

SUMMARY OF CHANGES. Updates format, style, office symbols, call signs and referenced instructions. Changed paragraphs are indicated with an * (asterisk).

1. GENERAL. The communications net is only used for official business and only when the telephone is not practical such as:

- 1.1. Directing aircraft movement.
- 1.2. Rapid dispatch of specialist personnel.
- 1.3. Emergencies involving personnel illness or injury or property damage.
- 1.4. Fire or storm warnings.
- 1.5. Requests for specialized transportation, tools, parts, supplies or equipment, etc.
- 1.6. Requests for information when made from the field.

2. RESPONSIBILITIES AND PROCEDURES.

2.1. LMR Manager is the Aircraft Management Directorate, Specialist Support Division, Avionics Branch (LASA) supervisor or his designee and is the radio net manager and the AMARC LMR equipment custodian. The LMR manager will:

- 2.1.1. Monitor the use and availability of LMR equipment in AMARC.
- 2.1.2. Issue radios for temporary use upon receipt of a valid request and maintain the AF Form 1297, **Temporary Issue Receipt**, signed by the requester, on file until it is returned.
- 2.1.3. Assign a call sign for the radio unit issued.
- 2.1.4. Provide the Production Control Division, Master Scheduling Branch (LAAS), Production Controllers with the:
 - 2.1.4.1. Temporary call sign.
 - 2.1.4.2. Identity of the person and organization responsible for the radio.
 - 2.1.4.3. Location of the work site.
 - 2.1.4.4. Approximate length of the temporary assignment of the radio.
- 2.1.5. When the “loaner” radio is returned, destroy the AF Form 1297 and notify the LAAS, Production Controllers to terminate use of the call sign.

2.2. Radio call signs. Each radio call sign is assigned to a specific division, office, branch, section, or the code name designated for a specialized work function as shown in table 1.

2.3. Emergency or alert conditions. The AMARC communications functions are managed and administered by the LAAS, Production Controllers. Repeat violations of radio silence or failure to heed instructions from the controllers will result in referral for disciplinary action.

2.4. General radio operating instructions:

2.4.1. Personnel operating LMR equipment will:

- 2.4.1.1. Become thoroughly familiar with their call sign and the frequently needed call signs listed in table 1 and use them when transmitting radio messages.
- 2.4.1.2. Use the 10-series codes in table 2, conversation-type messages or a combination of both. Conversation is permitted but not lengthy or personal-type conversations.
- 2.4.1.3. Ensure the airway is clear before transmitting. Make radio transmissions as short as possible, speak clearly, at a moderate rate of speed and use a normal, conversational tone.

2.4.2. Personnel operating LMR equipment will not:

- 2.4.2.1. Use personal names on the air, unless an EMERGENCY exists.
 - 2.4.2.2. Use profane or obscene language, transmit unnecessarily long messages, give false or misleading messages or signals or transmit nuisance type calls. Transmitting entertainment or commercial type broadcasts on LMR equipment is strictly prohibited.
 - 2.4.2.3. Transmit classified information. **NOTE:** If classification is in doubt, do not transmit.
- 2.4.3. Radio transmissions are subject to monitoring by the Federal Communications Commission (FCC). Radio operators will be aware that they are subject to prosecution for airway abuse and, if convicted, can result in the maximum penalty of a \$10,000 fine, two-year imprisonment or both.

2.5. Equipment and battery care:

2.5.1. Daily Visual inspection . Personnel with assigned LMR will make a visual inspection at the start of each workday and report evident defects to the LMR Monitor. Contact LASA for additional information on the care of the equipment:

2.5.1.1. Clean external surfaces of the radio only with a mild detergent and water solution applied with a stiff, non-metallic, short-bristled brush. DO NOT submerge the radio in the solution. Apply the solution sparingly, be careful not to allow excess solution to remain near connectors and controls or in cracks and crevices. Dry the radio thoroughly with a soft, dry, lint-free cloth. Clean all battery contacts with the cloth to remove dirt, grease, or other material that may prevent good electrical connections.

2.5.1.2. Avoid physical abuse; do not pound, drop or throw the radio. Do not carry by the antenna. Never allow the radio to become soaked or submersed in liquid. Avoid corrosives, solvents or spirits, cleaning with these may permanently damage the radio. Radios may have either a belt clip or leather holster. When the user will be climbing, stooping, etc. (including in and out of vehicles), carry the radio in a leather case because the radio may become damaged or detached and lost from a belt clip.

2.5.2. Do not disassemble the radio in any way. Keep the connector cover in place until ready to use the accessory connector and replace the cover immediately after it is disconnected.

2.5.3. LMR battery care.

2.5.3.1. The radio is powered by a rechargeable nickel-cadmium (NICAD) 7.5 VDC battery. Recharge the battery before use to ensure optimum capacity and performance. The radio will emit an alert tone to indicate a low-battery condition when receiving or when the push to talk (PTT) button is released while transmitting.

2.5.3.2. Turn the radio off when charging a battery attached to a radio to ensure a full charge. Turn the radio off when removing or installing a battery because contact sparking may occur and cause damage to the battery and/or radio.

2.5.3.3. Keep the battery at about 77°F (room temperature) whenever possible. Do not over-heat or overexpose to cold. Charging a cold battery (below 50°F) may result in leakage of electrolyte and battery failure. Charging a hot battery (above 95°F) will reduce the discharge capacity and affect the radio performance. MTS 2000 rapid-rate battery chargers contain a temperature-sensing circuit to ensure the battery is charged within these temperature limits. **WARNING.** Do not attempt to change or charge the battery in a hazardous atmosphere.

2.5.3.4. Take care to avoid external short-circuiting the battery. **WARNING:** A sustained high-rate discharge (i.e., a paper clip accidentally touching across the battery contacts) may permanently damage the battery, void the warranty and create a burn or fire hazard.

2.5.3.5. Clean all battery contacts with a lint-free cloth to remove dirt, grease, or other foreign material that may prevent good electrical connection.

2.5.3.6. Memory effect, a phenomenon causing a temporary loss in battery capacity or voltage from repetitive shallow discharging or long-term overcharging, has been virtually eliminated from these LMR batteries.

2.6. Training.

2.6.1. Plans and Programs Directorate, Education and Training Division (XPT) will provide the required LMR use and safety training in accordance with (IAW) AFI 33-106, *Managing High Frequency Radios, Land Mobile Radios, Cellular Telephones, and the Military Affiliate Radio System*.

2.6.2. All LMR operators will attend the annual radio frequency (RF) radiation training class.

2.6.3. The immediate supervisor and/or LASA personnel will assist personnel unfamiliar with radio operation and the local governing procedures required to use LMR equipment.

OFFICIAL

PATRICK J, MULLOY
Director, Aircraft Management

Attachment 1

Table A1.1. AMARC Radio Call Signs.

CALL SIGN	ASSIGNMENT	NET
AGE CONTROL	Support Equipment Dispatch (LAEE)	1
AMARC 1	Commander (CC)	3
AMARC 2	Executive Director (CD)	3
AMMO 1	Munitions Office (LGLP)	1
AVIONICS 1	Avionics Branch Chief (LASA)	1
BATTERY 1	Battery Shop (LASAE)	1
BLUE 1 thru 7	Transportation Branch (LAET) (Including Taxi)	2
BRAVO 1 thru 5	Special Assets Branch (LGLM)	2
COUGAR 1 thru 6	Facility Management (XPXE-A)	3
CUTTER 2 thru 4	Sheet Metal/Welding Shop (LASM)	1
EAGLE 1	Aircraft Management Director (LA)	3
EAGLE 2	Flying Operations Director (LA/FT)	3
EAGLE 3	Quality Assurance (XP-QA)	3
ELECTRIC 2 thru 8	Electric/Instrument Specialists (LASAE)	1
ENGINEER 1 thru 4	Facility Electricians (LAEE)	1
FOX 1 thru 4	Receiving Branch (LAIR)	1
GREEN 1 thru 4	Reclamation Branch , Priority Removal A thru Z (LARC)	2
JET 1	Chief, Propulsion Branch (LASE)	1
JET 2 thru 4	Propulsion Branch (LASE)	1
PRODUCTION CONTROL	Master Scheduling Branch (LAAS)	All
MAINTENANCE 1	Chief, Aircraft Maintenance Branch (LAOB)	1
MAINTENANCE 2,3,7,8	Maintenance Crew Leaders (LAOD)	1
MAINTENANCE 4,5,6	Maintenance Crew Leaders (LAOB)	1
MAINTENANCE 9	Liquid Oxygen Crew (LAOD)	1
MESSENGER 1 & 2	Logistics Readiness Center (LRC)	1
MOBILE 1	Job Control, Mobile Dispatch (LAAS)	3
MOBILE 2	Job Control, Maintenance Dispatch Coordinator (LAAS)	1
MOTOR POOL DISPATCH	Motor Pool Office (LAEM)	2
NAVY 1	FSO Staff	1

NAVY 2	FSO Team	1
PACKER 1	Chief, Storage Services (LAIS)	3
PACKER 2 thru 9	Preservation Crews, Storage Services (LAIS)	3
PLANNER 1	Chief, Reclamation Support Branch (LARO)	2
PRIORITY 1	Priority Removal (LARC)	2
PRIORITY 2	Crew Leader Green-2 (LARC)	2
RADIO 2 thru 8	Radio/Radar Section (LASAR)	1
RED 1 thru 3	Reclamation Branch (LARA)	2
RED 4 thru 6	Reclamation Branch (LARB)	2
CALL SIGN	ASSIGNMENT	NET
RED 9-10	NDI Small Parts (LARIS)	2
ROCKET 1 thru 4	Armament Crews (LASG)	1
ROMEO 1 and 2	Distribution and Storage Branch (LGSD)	2
SAFETY 1, 2 and 3	Safety Office (CC-SE)	3
SECURITY 1	355th Security Forces Squadron	3
SECURITY 2	Security Officer (CCS)	3
SERVICES 1	Chief, Transportation Branch (LAET)	3
SERVICES 2 and 3	Air Servicing Crews (LAET)	3
SHIPPING 1-4	Logistics Support Division (LGL)	2
SPECIALIST 1	Chief, Specialist Support Division (LAS)	1
STORAGE 1 thru 3	LGLM K-Span Storage	2
SUGAR 4 thru 9	Aircraft Receiving, FOLLOW ME vehicles (LAIR)	1
SUPPLY 1 thru 3	Special Assets Branch (LGLM)	2
TOMCAT 1	Chief, Pneudralic Branch (LASN)	1
TOMCAT 2 thru 43	Pneudraulic Crews (LASN)	1
VEHICLE CONTROL SCHEDULER	Transportation Branch (LAET)	2
WHISKEY 1 thru 6	Transportation Branch, Tow Crews (LAET)	3
WOODMILL 1 thru 5	Woodmill Branch (LGLW)	2
XRAY 1 thru 3	NDI, Reclamation (LARI)	2
YELLOW 1	Chief, Support Equipment (LAEE)	1
YELLOW 2 thru 6	Support Equipment Drivers (LAEE)	1
YELLOW 7	Support Equipment Fuel Truck (LAEE)	1

ZEBRA 1 thru 11

Transportation Branch - Heavy Equipment (LAET)

2

Table A1.2. AMARC “10-Series” Signals.

SERIES	DEFINITION
10-1	I AM RECEIVING VERY POORLY.
10-2	I AM RECEIVING VERY GOOD.
10-3	STOP TRANSMITTING.
10-4	YOUR MESSAGE RECEIVED AND UNDERSTOOD.
10-5	RELAY THIS MESSAGE TO
10-7	I AM OUT OF SERVICE, LEAVING AIR.
10-8	I AM IN SERVICE SUBJECT TO CALL
10-9	REPEAT MESSAGE
10-11	YOU ARE SENDING TOO FAST.
10-12	VISITORS ARE PRESENT.
10-13	GIVE ME THE WEATHER OR ROAD CONDITIONS FOR
SERIES	DEFINITION
10-14	I AM ON ESCORT DUTY.
10-17	PICK UP PAPERS ATURGENT BUSINESS
10-19	RETURN TO OR GO TO YOUR OFFICE.
10-20	WHAT IS YOUR LOCATION? MY LOCATION IS ÖÖÖÖÖ..
10-21	CALL YOUR OFFICE. CALL BY TELEPHONE
10-22	DISREGARD THE LAST TRANSMISSION. REPORT IN PERSON
10-23	STAND BY FOR MESSAGE OR
10-25	CAN YOU CONTACT OR GET INFORMATION FROM
10-29	CHECK FOR
10-33	I HAVE AN EMERGENCY MESSAGE FOR
10-36	WHAT IS THE CORRECT TIME?
10-37	WHO IS THE OPERATOR?
10-40	ISAVAILABLE?
10-72	RADIO CHECK
10-97	I HAVE ARRIVED AT
10-98	THE LAST ASSIGNMENT HAS BEEN COMPLETED.